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Chapter X



ARMY (EXCEPT AIR)

OF

BULGARIA

(JANIS No. 38)



OCTOBER - 1943

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Chapter X

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ARMY (EXCEPT AIR)

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Chapter XII



NAVY (EXCEPT AIR)

OF

BULGARIA

(JANIS No. 38)



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Chapter XII

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NAVY (EXCEPT AIR)

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Chapter XII

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NAVY (EXCEPT AIR)

120. General Description

The functions of the Bulgarian Navy are ordinarily limited to police duties. Even with the vessels of the navy fully armed it is considered that they cannot play any very effective part in the conduct of a war. Their functions would probably be limited to mine laying and local harbor defense. Depending very much on favorable circumstances, they may be able to lend support to the flank of her land forces operating against her northern or southern neighbors.

The navy is to a certain extent a river navy because of the importance of the Danube. Note that the Navy is referred to officially as the "Bulgarian Marine and River Service."

Mine fields have been laid off the Black Sea coast, and off Burgaz* and Varna.

121. Organization

A. Ministry of Marine.

There is no Ministry of Marine. Naval affairs are administered by the Ministry of War, sometimes referred to as the Ministry of War and Marine. General Nicolas Mikhov was Minister of War until Sept. 1943, when he was replaced by General Rusev.**

B. Naval districts.

There are no naval districts.

122. Fleet

A. Strength.

The estimated effective strength of the fleet is shown in Table XII - 1.

TABLE XII - 1
BULGARIA, STRENGTH OF FLEET, AUGUST, 1943

NUMBER	CLASS
6	Motor Torpedo Boat
5	Motor Patrol Boat
2	Coal-burning Patrol Boat
2	Minesweeper
4	Minelayer
11	Launch
8	Armed Auxiliary Sailing Vessel
3	Auxiliary Sail Training Vessel
5	Siebel Ferry
2	Motor Caique
1	Yacht
1	Gunboat
38	"F" Boat
150	Landing Craft

*See Appendix I for all spellings of features. Cities and towns mentioned in this Chapter are spelled in accordance with G.S., G.S. maps, 1:250,000, Series #4088 or G.S., G.S. maps, 1:500,000, Series #4072, where the former does not cover. The names of other maritime features are spelled in accordance with B.A. and H.O. charts. Variants follow in parentheses.

**Unless otherwise indicated, all information contained in this chapter dates prior to the entry of Bulgaria into the war on March 1, 1941. Any additional information obtained should be forwarded promptly to Office of Naval Intelligence.

B. State of units.

The estimated state of the fleet units is shown in Table XII - 2.

TABLE XII - 2
BULGARIA, STATE OF FLEET UNITS, AUGUST, 1943

NUM-BER	CLASS	NAME	MAIN ARMAMENT	NOTES
1	Motor Torpedo Boat	Varna	—	—
1	Motor Torpedo Boat	Rila	—	Displacement 200 tons.
2	Motor Torpedo Boat	Unknown	1 AA MG 2 21-in. Torpedo Tubes	Built by Lurssen, Vegesack, 1939. Displacement: 60 tons. Complement: 18 officers and men. Dimensions: 92' x 14' 9" x 5' 6". Machinery: 3 Mercedes-benz engines. B.H.P. 3,150. Speed: 36 knots. Number of torpedoes: 4. Diameter of torpedoes: 21". Number of torpedo tubes: 2.
2	Motor Torpedo Boat	Unknown	—	—
2	Motor Patrol Boat	Belomoretz (ex-French C-27) Chernomoretz (ex-French C-80)	Each with 1 47-mm. gun 2 MG	Purchased in 1922, laid down in 1918. Displacement: 77 tons. Motors: 3 sets of 220 B.H.P. standard petrol motors, totalling 660 B.H.P. Speed: 17 knots. Gasoline: 9 tons. Endurance: 700 m. at 10 knots. Complement: 20-26 officers and men. Length: 116' 6". Draft: 5' 11". No. of screws: 3. Suitable for minesweeping and dropping depth charges.
1	Motor Patrol Boat	Capitan Minkoff Vzrif	2 MG	Ex-French. Laid down in 1918. Displacement: 40 tons. Length: 75'. Complement: 13 officers and men.
1	Motor Patrol Boat	Unknown	—	—
2	Coal-burning Patrol Boat	Strogi Khrabri	2 47-mm. guns 1 MG	Old Creusot torpedo boats. Built in sections in France; reassembled at Varna, 1908. Displacement: 100 tons. These boats are listed as torpedo boats in Jane's Fighting Ships (1942). According to later information, they are old torpedo boats used as patrol boats. Dimensions: 126' 6" x 13' 3" x 8' 9". H.P. 2000. Speed: 26 knots. No. of screws: 1. Boilers: 2 Du Temple boilers. Coal: 27 tons. Complement: 32 officers and men. Draft: 11' 6". No. of screws: 1. Reported to be fitted for minesweeping.
2	Mine-sweeper	Unknown	—	Ex-French. Built: 1917-18. Displacement: 351 tons. Length: 199' 8". Max. draft: 6' 6". H.P. 1200. Fuel: Coal, 84 tons. Speed: 17 knots. Radius: 3000 miles.

[Handwritten signature]

NUMBER	CLASS	NAME	MAIN ARMAMENT	NOTES
2	Mine-layer	Unknown	—	Ex-German—Danube River Transportation. Converted at Ruse, 1942. Displacement: 1,000 tons. Now at Varna. Displacement: 450 tons.
2	Mine-layer	Unknown	—	
11	Launch	Katerna Grubo Lt. Laptshef Levishi Mayster Ivan Lilia Balik Komzil Kaloserka Vera Dobrotits Tila	—	Used for reconnaissance and duty in connection with mining operations.
8	Armed Auxiliary Sailing Vessel	Unknown	—	Two of them are steel coasters of 200 tons, built at Varna in 1940-41, motor driven, trawler appearance, with pronounced maierform bow.
1	Auxiliary Sail Training Vessel	Tsar Assen	2 65-mm. guns 1 MG	Built in 1912. Displacement: 240 tons. H.P. 120. Speed: 7 knots. Refitted 1933-34. Mines: 10. Used for training in minelaying and as depot ship.
1	Auxiliary Sail Training Vessel	Kamcia	4 guns	Built in 1898. Speed: 10 knots. Refitted: 1925. Displacement: 880 tons. H.P. 740.
1	Auxiliary Sail Training Vessel	Simeon	2 3-in. guns 4 1.46 in. guns	Displacement: 600 tons. H.P. 70.
5	Siebel Ferry	Unknown	—	—
2	Motor Caique	Unknown	—	Displacement: 200 tons.
1	Yacht	Kamshija	—	Built 1909 (?). Refitted: 1925.
1	Gunboat	Dorostor	2 6-in. guns	—
38	"P" Boat	—	—	Tank landing craft. Includes 8 1,000-tonners and 2 of concrete.
150	Landing Craft	—	—	—

C. New construction.

It is believed that no new ships are being built for the Bulgarian Navy (August, 1943). Flat-bottomed, 400-ton, two-screw landing barges and submarines are reported being assembled at the port of Varna. The parts are shipped to Bulgaria by way of the Danube River.

The German-owned Koralovag Company, located on the east shore of Lake Devna (Devno) between the Devna Canal and the railroad, is equipped to make and repair ships, boats, light locomotives, railroad cars, steel bridge spans, storage tanks and vats, and all types of machines, tools, dies, parts and castings. The company has a floating dry dock, which has recently been overhauled.

D. Fleet organization.

So far as is known there is no fleet organization. The small size of the Navy does not warrant such a division.

123. Personnel**A. Numbers.**

The number of personnel in the "Bulgarian Marine and River Service," as indicated in the State Budget Report of 1940, is shown in Table XII - 3.

TABLE XII - 3
BULGARIA, PERSONNEL OF MARINE AND RIVER SERVICE, 1940

PERSONNEL	NUMBER
Rear Admiral.....	—
Captain of War Ship (Captain).....	5
Captain of War Sloop (Commander).....	16
Lieut. of War Ship (Lieutenant).....	32
Ensign.....	43
1st Mate.....	65
2nd Mate.....	95
Sailors.....	1,407
Marine Cadets.....	64
Technical Students.....	123
Students on Monthly Pay.....	140
Student Musicians.....	10
Functionaries.....	177
Total.....	2,177

In 1943, the total naval personnel was announced as 3,400.

B. Efficiency and morale.

The discipline in the ships is considered to be of high standard, but how officers and men would shape-up in the handling and fighting of modern ships and equipment can only be a matter of conjecture. Bulgarians in general possess to a remarkable degree the qualities of patience, tenacity, and endurance, and, when aroused, are capable of exhibiting fierce courage.

C. Training.

A nautical school, which trains officers for the mercantile marine, is situated at Varna. Before March 1, 1941, about 60 cadets were under training annually and a small number entered the Navy. There is also a small school at Varna for training petty officers. There is another naval school reported at Sozopol (Sizepoli).

The Sofia press reported, in April, 1942, that the Bulgarian Naval School of Marine and River Police had been amalgamated with the Naval Instruction School to form a "Royal Naval College." This step, it was explained, was made necessary by "the growing demand for naval officers in view of the enlarged sea frontiers." (This is presumably a reference to Bulgaria's new coastline on the Aegean Sea.)

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124. Base Facilities

A. Naval dockyards and bases.

There are no extensive naval bases in Bulgaria. The headquarters of the Navy are situated at Varna, where the greatest ship repair facilities are located.

(1) *Varna.* (As of June, 1942.) The naval barracks and repair yard are situated in the southwest corner of the inner harbor at the shore end of the southern breakwater. The yard is capable of carrying out minor docking and repair work. There is one broadside patent slip to lift 200 tons and six to take vessels of 100 tons. The dockyard extends across the base of the southern breakwater and there is a seaplane hangar and landing place just on the southern side of the breakwater. There are reported to be cranes on the quay of this naval yard but their capacity is unknown. Dock frontage is approximately 2,300 feet.

Lake Devna (Devno) could be used as a small but first-class naval base, and an excellent refuge for all shipping. A naval building yard and workshops have been established on the south bank of the Lake. This yard, the capacity of which is unknown, is reported to be constructing self-propelled landing barges under German control. There is a stone quarry on the southwestern side of Lake Devna and the barracks for its workmen would be available as a naval barracks. In front of the quarry there is a small reinforced concrete quay.

There is a naval arsenal in the Fourth Police District of the city. The Germans have established a naval headquarters of their own on the north side of Maria Louisa Street, near the cathedral.

(2) *Burgaz.* (As of Dec., 1942.) There are no naval dockyards or establishments at Burgaz (Burghaz), the only other port of significance on the Bulgarian Black Sea coast. The State Railways repair workshop is used for small repairs to vessels.

Burgaz is reported now to be a base for submarines but the marine workshops are poorly equipped. Sozopol (Sizepoli), southeast of Burgaz, is used as a submarine and repair base, as well.

The headquarters of the coastguard service are reported to be at Cape Emineh,* northeast of Burgaz. This service is said to be connected with a field W/T station at Sozopol, southeast of Burgaz.

Since 1937 the Bulgarian Government has been dredging and fitting out a mile-long cove ten miles southeast of Burgaz, between Athia Kavo* and Cape Akin* on the south shore of the Gulf. A naval base is now located here. It is said to be connected with Burgaz by a narrow-gauge railroad. Further information is not available.

(3) *Sozopol.* (As of May, 1942.) A submarine base has been reported at Sozopol (Sizepoli), southeast of Burgaz. An accumulator station and possibly a repair depot are located here. One submarine was here for one and one-half months, which fact points to some sort of refit having taken place.

(4) *Tsarevo.* (As of Dec., 1942.) The small port of Tsarevo is located farther to the south in southeastern Bulgaria (42° 10' N., 27° 54' E.). The Germans are reported to have taken over Tsarevo and to be expanding the harbor. Details of the improvements are lacking.

*For the location of Cape Emineh (Emine), Athia Kavo (Cape Athia) and Cape Akin, see B.A. charts 2230 and 2399 and H.O. chart 4196.

(5) *Ruse.* (As of Jan., 1943.) Ruse is the greatest Danube River port in Bulgaria. The Danube command with headquarters at Ruse includes the River Patrol, Mining School, and a naval repair base. The naval repair workshops can take ships up to 260 feet (80 meters) in length. There are no cranes but vessels are carried sideways on a slipway to the workshops. The mechanical workshops of the port converted two 1,000-ton German transports into minelayers. The transports were Danube River vessels. Twelve "F" boats were built at Ruse and Giurgiu, a Rumanian port opposite Ruse. Danube barges are repaired at Ruse.

B. Commercial dockyards and bases.*

(1) *The following ports have commercial facilities available to the Bulgarian Navy:*

(a) *Black Sea:* Varna, Burgaz (Burghaz), Akhtopol (Agathopoli), Tsarevo, Sozopol (Sizepoli), Pomoriye (Ank-helu), Nesebr (Messemvria), Balcic (Baljic), and Cavarna (Kavarna).

(b) *Danube River:* Ruse, Svishchov (Svishtov), Lom, and Vidin.

C. Fuel storage.*

(1) *Varna.* (As of June, 1942.) At Varna the naval oil tanks are situated on the southern bank of the canal just to the westward of the shore end of the breakwater which protects the canal from the sea. There is a large tank with a capacity of about 1,000 tons and two smaller tanks holding 250 tons each. These tanks have earthworks built around them.

There is also a filling station next to the tanks for loading and discharging from railway tank cars. A single track railway line (full gauge) running due west connects the filling station with the establishments on Lake Devna and, across the canal bridge, with the main line in Varna. A pipe from these tanks is said to pass under the canal to a point in the yard of the naval barracks behind the seaplane hangars. New underground oil tanks are believed to be in the course of construction on the sea bank just south of the existent ones. Coal stocks are believed to be non-existent.

(2) *Burgaz.* (As of Dec., 1942.) At Burgaz the PetroleCombine has an installation in the southwest part of the town on the shores of Lake Vaya-koi and the canal linking the lake with the sea. There is a pipeline to the southern mole, with three pipelines on to the quay, two of six inches and one of four inches. The oiling berth is at the end of the southern mole just inside the inner harbor entrance. There is space at this oiling berth for a vessel about 400 feet long. The quays here is merely a sloping sea wall. There is an oil pumping station at Orchard Point, at the land end of the western mole. The tankage capacity is 17,670 tons, in eleven tanks. Ten tanks are for light oil, one for fuel oil.

It is reported that a Bulgarian firm has two oil tanks of 88 tons capacity each. Four large benzine tanks have been constructed between the naval barracks and the slaughterhouse. The latter establishment is south of the oil tanks on the eastern bank of the canal. The Port Administration is proposing to construct tanks for storing a reserve of oil fuel, including benzine. Capacity will be 4,000 tons.

A small stock of native coal (lignite) is normally kept on hand. 200 to 300 tons are usually obtainable. Bulgarian coal has been found satisfactory if mixed with a little Cardiff coal. There is no regular coaling berth.

*For detailed information on this subject see Chapter VIII.

Official

(3) *Ruse.* (As of Jan., 1943.) At Ruse there are 91 oil tanks which are distributed among a sugar refinery and three oil refineries, the only three in all Bulgaria. This distribution is indicated in Table XII - 4.

TABLE XII - 4
RUSE, DISTRIBUTION OF OIL TANKS

NAME	NO. OF TANKS	CAPACITY
Petrole Company.....	57	17,680 tons
Sugar Refinery.....	3	9,000 "
First Bulgarian Petroleum Industry....	31	5,800 "
Svetlina Company (approximately)....	—	3,000 "
Total.....	91	35,480 "

There is a pipeline two and one-half inches in diameter over the Danube between Ruse and the Rumanian port of Giurgiu. Oil traffic from Giurgiu to Ruse is also carried on the new train ferry in tank cars.

There are no coal stocks at Ruse.

(4) *Lom.* (As of Dec., 1942.) Oil is stored at Lom on the Danube River in four tanks of 220 tons capacity each, and in two tanks of 33 tons capacity each. It is believed that storage space for oil has been expanded.

(5) *Svishtov.* (As of 1940.) At the small Danube port of Svishtov (Svishtov) there are seven oil storage tanks with a total capacity of 5,050 tons (largest—2,200 tons) and five smaller tanks with a total capacity of 320 tons.

D. Supplies.

(1) *Varna.* (As of June, 1942.) At Varna there is an artillery depot and a powder and explosives store. There is also a naval arsenal in the city in the Fourth Police District.

(2) *Burgaz.* (As of Dec., 1942.) At Athia Kav0 (Cape Athia), near the new Burgaz Naval Base, southeast of Burgaz is an

underground magazine for the storage of supplies, ammunition, and other naval material. It is reported to contain 1,600 mines that have been in stock for a number of years.

(3) *Sozopol.* (As of May, 1942.) At Sozopol (Sizepoli) there is a Naval School, in the cellar of which is space for the storage of 200 mines for submarine laying.

(4) *Ruse.* (As of Jan., 1943.) A mine depot is reported here.

125. Protective Measures

A. Mine fields.

There are mine fields along the Black Sea coast from the Danube River to the Gulf of Burgaz. The number is estimated at 900,000 contact mines. There are several fields between the Danube River and Cape Shableh (Sabla; Shabla) generally following the 10-fathom curve. All the above mines are said to have been laid by the Germans (Report dated May 13, 1942).

There are mine fields outside Burgaz and pilotage is obligatory. The officially declared dangerous area outside Burgaz extends from:

The coast Lat. 42° 56' N. to Long. 28° 12' E.

The coast Lat. 42° 18' N. to Long. 28° 12' E.

It is reported that there is a channel clear of mines along the south shore going into Burgaz. (January 1, 1943.)

There are mine fields outside Varna. Pilotage is obligatory. The officially declared dangerous area outside Varna extends from Lat. 43° 25' N. and Lat. 42° 56' N. to Long. 28° 22' E. (January 1, 1943.)

B. Coast defense.

(See Chapter X, Topic 109.)